

Official and Classified ADVERTISEMENTS

Continued from Page 15

VESSELS WANTED

VESSEL WANTED

American fishing company is interested to locate and purchase vessel around 100-200ft. built in U.S.A. after World War II and shipped to Europe. Please quote price and send details to Box No. 386.

WANTED workboat or MFV suitable for salvage work, length 70ft. to 100ft., prefer vessel with loadline. Hunter Divers, 8 James Reckitt Avenue, Hull. Telephone: 766833.

£10 per ton offered for SCRAP steel boats, trailers, tankers, costers, scrap machinery etc. R. BLAIR, BALVAUGH CONTRACTOR, 61 ARNFIELD ROAD, WITTINGTON, MANCHESTER 20. Tel: 061 445 2860 anytime

BOAT wanted 50/60ft. Kelvin or standard engine 120-200hp, sound hull and engine, cash available, photo if possible. Box No. 400.

WANTED MFV 20/30ft., diesel engine, for trawling etc. approx £1,250. Box No. 386.

APPROX 36ft. x 12ft. x 4ft. transom stern, forward wheelhouse, suitable for angling. Up to £9,000, particulars to W. R. C. Lewis, 20 Mendips Road, Tenby, Dyfed.

CASH buyer wants solidly built 35-40ft. boat with good 50-80 BHP diesel, must be readily modifiable to take 400-500 sq. ft. of sail. Box No. 392.

WANTED 38/35ft. boat, sea angler, GRP, wood, full details of hull, engine, price and where berthed. Box No. 394.

WANTED passenger vessel DTI cert. V 100-200 passengers, twin crew, salmon preferred, good hull essential. Box No. 390.

WANTED MFV 70-80ft., engine not under 300hp, suitable conversion to cargo carrying, must be able to pass DTI survey for loadline, fishing gear not required. Full details and asking price to Box No. 383.

WANTED 30-35ft. stern trawler, ready to fish south west coast, to hire with view to future purchase. Telephone: Weymouth 76067 after 4pm.

MFV under 40ft., suitable for trawling, over 130hp, with or without gear. Box No. 390.

WANTED open boat, wooden hull, approx 70ft. x 12ft. x 3ft. able to take ground, DTI certificate preferred, photograph if possible, price and particulars to Box No. 386.

WANTED Scottish built seiner trawler, 60/55ft., 230/300hp, approx 1 1/2 years old. Box No. 395.

MFV 60ft. to 70ft., suitable for trawling, wood or steel but must be under 10 years old, about 400hp. Box No. 391.

HADDOCK

From page one

years would be left without a vital source of supplies, especially for the Aberdeen market.

(Wholesale prices at Aberdeen have already started to rocket. Haddock fetched £40 a box and the less popular saithe £20 a box. Two-and-a-half boxes of skinned 'dops' fetched £103.

Undoubtedly, the haddock ban and its implications were also an influence on these price levels which indicated no confidence in the forthcoming market.

The Aberdeen Fish Producers' Organisation, which also held a meeting to decide on a policy, recommended that its members, who represent 95 stop fishing early this Christmas.

per cent of all boats landing at Aberdeen, should obey the Government order.

Compensation would be sought for vessels which, because of their size, cannot operate beyond the North Sea. Compensation for crews would also be called for. A letter was being sent to the Minister of Agriculture and the Secretary of State for Scotland.

The major part of the catch landed at Aberdeen comes from North Sea haddock, and trawler skippers at their meeting also decided "to go along with the Government and abide by the rules".

Joe McLean, secretary of the Aberdeen Trawler & Fish Producers' Association, said that several skippers would move to the west coast grounds and he recommended that its members, who represent 95 stop fishing early this Christmas.

MISCELLANEOUS

284 FOR FIRST BOX

With reference to 284.00 for the first box of haddock.

One wonders how the present trotter up to Aberdeen Market has been treated? This price from Rink Road has been caught. No wonder. Shirk Woods lives in a magnificent house and ride around in a two year old car. (I quote Sunday Times colour supplement three weeks ago, 284 per box the shirk will soon be walking, and Archibald cannot smile anymore. Never mind. I read as you wonder what has happened as you found the key at Kinlochharris Pier at 9.00 pm on a cold Monday night and you are frozen to death, and the lights of old Aberdeen are a long way away. It was worth it. It was for the Labour Fund and the new hat if you get it big enough, you can pull it down over your ears to keep you warm. Best regards, I don't forget to send us a Postcard. Yours, Bennett (P) Ltd., Preston, Lancs.

PASSENGER vessel DTI class six 60 to seventy passengers. Box No. 403.

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For Sale 110 and 220 volt dc GENERATORS With or without diesel engines. Lister 616 engines with boxes. Wide range of Gardner, Crossley, BNA, Permana, and Robson engines, 5-700 hp, recently re-gear. Telephone: 06965 (Rowhedge), Lancashire.

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MARINE SURVEYS

are being heavily fished by foreigners. He said that a large fleet of Russian trawlers, together with factory ships, were working 140 miles E. by S. from Peterhead. However, Skipper McLean thinks that the ban is a more satisfactory alternative to dipping into next year's quota, although to be faced with these alternatives is a sorry state of affairs.

Although the ban carries the exception that haddock can be caught in the North Sea as a 10 per cent by-catch of other species, fishermen say this is 'out of the question'.

The North Sea seiners make mixed hauls which contain far more haddock than anything else. It is just not possible to deliberately make hauls which contain only 10 per cent haddock.

SITUATIONS VACANT

OVERSEAS DEVELOPMENT

KNOW-HOW vital to developing countries

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MALAYSIA

FISH MICROBIOLOGIST

To review techniques and methods of handling and transportation of catch, assist development of extension services, improve processing, hygiene, quality control and develop training programmes. Applicants should have BSc., preferably with MSc. and relevant experience in tropical fishery products. Appointment 1 1/2 to 2 years. Salary (subject to UK tax) in range £4,500 — £6,250 p.a. plus variable tax free overseas allowance in range £1,415 — £3,590 p.a.

FISH TECHNOLOGIST

To review techniques and methods of handling and transportation of catch, assist development of extension services, and develop training programmes. Applicants should have BSc., preferably with MSc. and relevant experience in tropical fishery products. Appointment 1 1/2 to 2 years. Salary (subject to UK tax) in range £5,500 — £7,500 p.a. plus variable tax free overseas allowance in range £1,415 — £3,590 p.a.

The three posts are wholly financed by the British Government under Britain's programme of aid to the developing countries. In addition to basic salary and overseas allowance other benefits normally include paid leave, free family passages, children's education allowance and holiday visits, free accommodation and medical attention. Applicants should be citizens of the United Kingdom.

For full details and application form please apply, indicating post preferred, and giving details of age, qualifications and experience to: Appointments Officer, MINISTRY OF OVERSEAS DEVELOPMENT, Room 301, Eland House, Stag Place, London SW1E 5DH.



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Marine Place, Buckle 32045 Aberdeen: 20785 Fraserburgh: 2341 Lossiemouth: 3550 Peterhead: 3362

fishing news

December 10, 1978

No. 3306

Est. 1913

12p



PETERHEAD AWASH WITH HADDOCK

Over a five-day period 34,100 tons of white fish — mainly haddock — was landed at Peterhead. Now boats are banned from grounds teeming with fish.



Ban will achieve nothing

MASSIVE LANDINGS of haddock were still being discharged at Peterhead on Tuesday — three days after the Government's North Sea fishing ban came into force. Just before the midnight Saturday deadline one returning skipper said: "The sea is solid. There is more fish out there than ever before."

With foreign fleets still able to fish, skippers and owners were unanimous in their opinion that the ban would be a complete failure as a conservation measure.

As skippers fished up to the last minute, so Peterhead became deluged with white fish — mainly haddock. On Friday last week 11,000 boxes went through the auction. By Saturday there was another 6,000 boxes and, on Monday and Tuesday this week, 10,600 and 8,600 boxes were handled.

Prices, which have been high for some weeks now, have not escalated. Large haddock has remained steady at £35 a box but, by Tuesday, there had been a slight fall in ungraded fish from £10 to £8 a box.

Bad weather kept many skippers in port on Monday, but by Tuesday a lot were preparing for sea. They were expected to sail either for the west coast or the Bergen Bank in search of cod.

Haddock fishing has been so prolific that the new 74 ft. Austruther seiner Adelphi took 300-boxes of haddock in one haul. Adelphi had a total landing of 480 boxes, which included 420 of haddock, and Skipper Peter Murray said:

What effect the ban will have on Peterhead is still not clear. Skippers on the larger boats from Moray Firth ports such as Buckie and Lossiemouth which landed last Friday morning thought that they might be working west coast as their skippers already know the grounds well. It was uncertain whether they would sell catches in west coast ports or come to Peterhead.

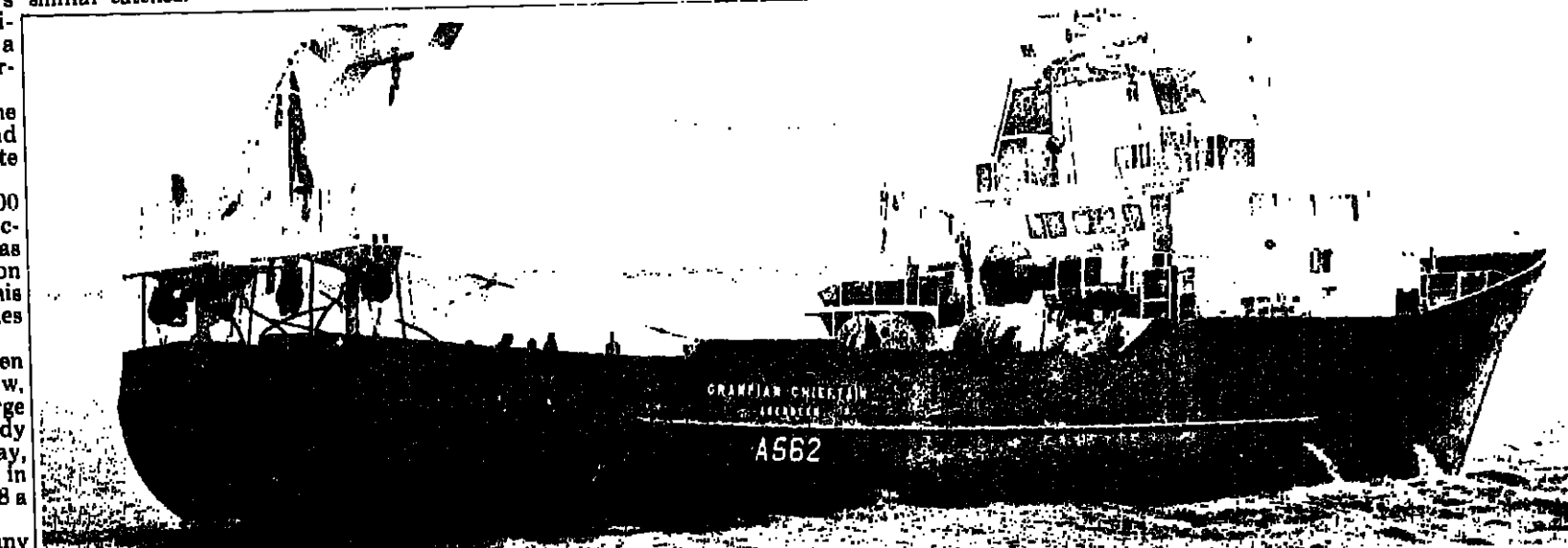
One fisherman said: "Transport costs are too heavy for us to send catches overland to Peterhead".

Skipper Peter Murray of Adelphi said it is impossible to tie the boats up, even for a few weeks, as financial commitments are so high. He said he would keep on fishing and hope to find enough of the other species to make a trip profitable.

Another skipper was reported to have found a good lot of cod in the North Sea and would go back to the same place next week. One fisherman said it was possible to find a few places where you can get more cod and whiting than haddock "but all the

boats will be crowding on to these grounds together". With no one really able to predict what fish will be coming into Peterhead in the next few weeks, fish merchants are worried and frustrated. Fish merchant, Mr. G. L. Parker, said he bought fish at Peterhead both for trucking to the Humber and for processing and sale locally. An interruption in a steady supply would be serious even for a

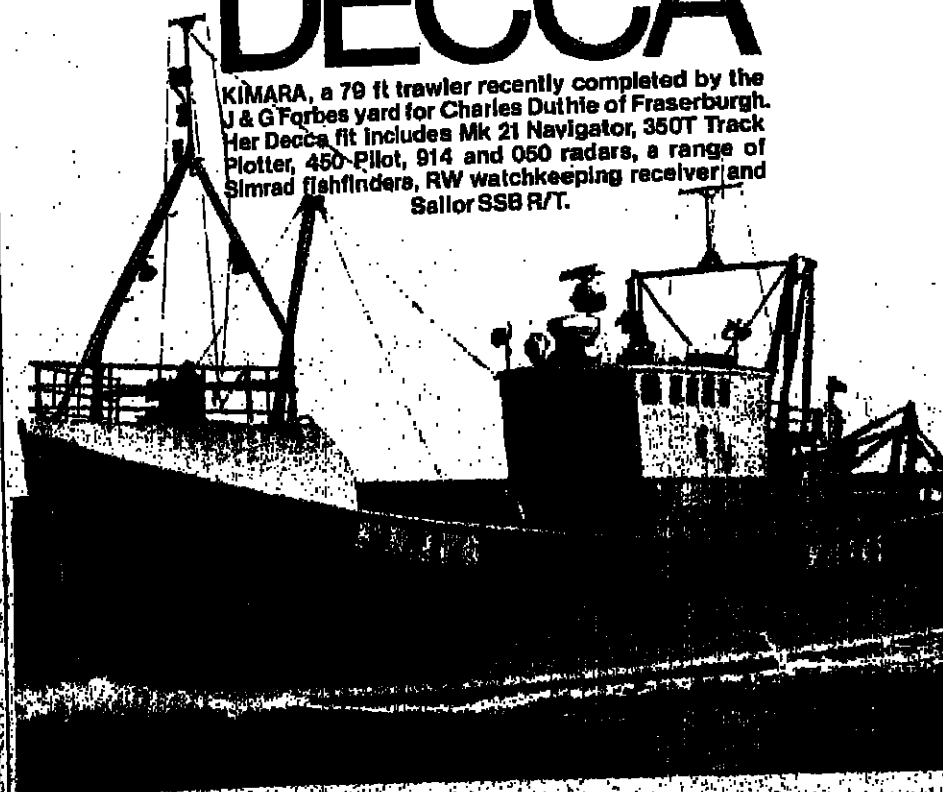
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A NEW stern trawler for Aberdeen has now arrived at the port. The 108ft. *Grampian Chieftain*, built at the Swan Hunter yard in Goole for George Craig & Sons, will shortly be running Christmas trials and is expected to get off on her maiden trip before Christmas. She will either go to the west coast or Faroe grounds. Powered by a Mirreles Blackstone diesel rated 1,700 hp at 750 rpm, the new trawler will be commanded by Skipper Robert Leiper.

All the way with DECCA

KIMARA, a 79 ft trawler recently completed by the J & G Forbes yard for Charles Duthie of Fraserburgh. Her Decca fit includes Mk 21 Navigator, 350T Track Plotter, 450-Elliot, B14 and 050 radars, a range of Simrad fishfinders, RW watchkeeping receiver and Sallor SSB R/T.



New trawler to go on mackerel

BOSTON Deep Sea Fisheries Ltd. is to send its latest Lowestoft-based trawler to fish mackerel off Cornwall.

She is the 80 ft. long *Boston Sea Ranger* which was due to start fishing trials off Lowestoft this week.

She is expected to complete a trawling trip from her home port before Christmas to sort out any teething troubles. The 80-footer will take on a new water gear for what is regarded as the start of a long-term venture on mackerel. Her base will be Lowestoft. She is to be skippered by

Ian Lacey, who has been attending a course at Hull on the use of mid-water gear. He has transferred from another Boston trawler, *Boston Vix*. She is expected to complete a trawling trip from her home port before Christmas to sort out any teething troubles. The 80-footer will take on a new water gear for what is regarded as the start of a long-term venture on mackerel. Her base will be Lowestoft. She is to be skippered by

The new trawler's move south-west will revive a fishing tradition which lapsed with the disappearance of East Anglian drifters. That, the voyage to the south-west was an important part of the fishing year for Lowestoft boats. Many drifters were based at Newlyn for the mackerel fishery which came at the end of the East Anglian herring season. A fisherman's view of the mackerel fishery is on page seven.

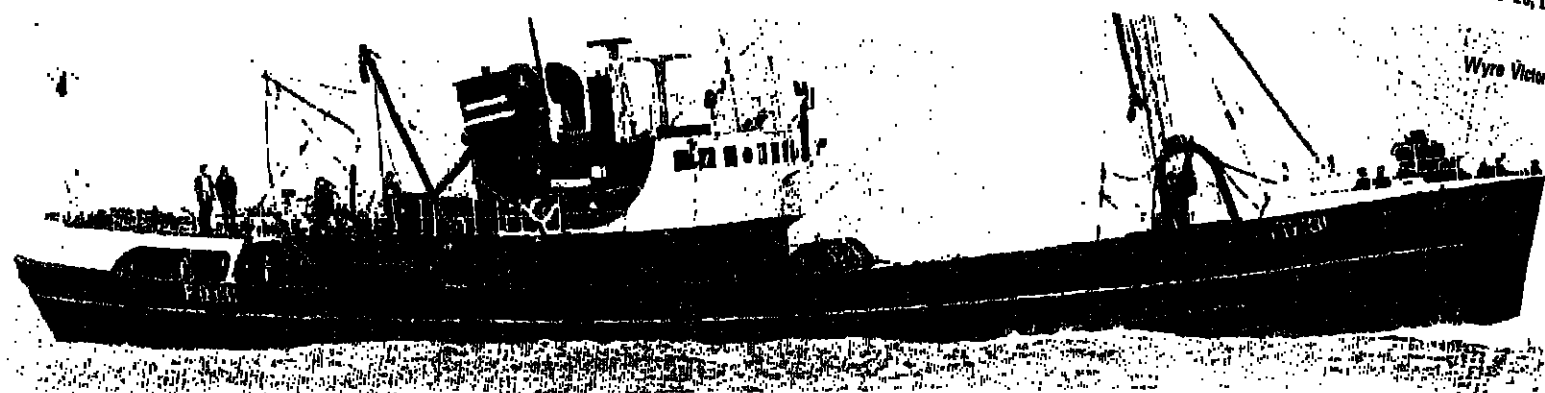
Top Kent fishery officer retires

ALBERT Richardson, the head fisheries officer for the Kent coast, retired at the end of November from the post he has held for the last 15 years. Until the age of 60 he was trawling and drifting from the beach at Dungeness.

A keen conservationist, he was recently responsible for the report to the Kent and Essex Sea Fisheries Committee, and the British Shellfish Association, which condemned the practice of landing crab claws and lobster tails in the area. Fishermen from both Folkestone and Ramsgate were criticised.

Now, at the age of 65, Mr. Richardson said he is looking forward to having more time to spend on his extensive garden at his home at Hawkinge, near Folkestone.

He will be succeeded in the post by John Stroud of Whitstable who, until now, has been mate of an inshore boat operating from that port.



'Wyre Victory' was going round in circles ... after drink and drugs

A DEPARTMENT of Trade inquiry into the loss of the Fleetwood side trawler *Wyre Victory* opened at the North Euston Hotel, Fleetwood, last week. The vessel sailed from Fleetwood on January 13 with a crew of 18, including Skipper Alfred Ferrie Watson, and sank the following day off Scotland.

Wreck Commissioner Mr. B. Sheen QC is presiding over the inquiry and with him are three assessors: Captain J. H. Wells, Captain G. H. Heywood and Mr. J. McKernan. Skipper Watson is represented by Mr. John Appleton; Wyre Trawlers Ltd. by Mr. Geoffrey Brice; and Mr. Anthony Clarke for the Department of Trade.

Mr. Clarke, opening the inquiry, said that minutes before the ship sank the cook had been on the bridge. When he came off he told a shipmate that the two men on watch were "off their heads" and said that he could see the ship finishing on the rocks. She was going round in circles.

Mr. Clarke alleged that the stranding was caused by "a deplorable piece of navigation by bosun, Terence O'Flaherty", who was in charge of the watch and who, in a statement, had admitted responsibility for the stranding.

There was evidence that, after the stranding, O'Flaherty had told someone that he had had a "joint". He questioned whether O'Flaherty was a fit and proper person to be in charge of a watch through drink and drugs.

He said that, after leaving Fleetwood, there had been a good deal of drinking aboard the ship. O'Flaherty, who had been drinking previously, had taken two bottles of whisky aboard and other crewmen also had bottles of whisky.

Mr. Clarke said that the skipper was authorised to take drink on board. He had given out 24 half-pint cans of beer to the crew. He had also taken six bottles of whisky and 12 bottles of rum aboard, but the crew was never given spirits until the ship was over a day out, and then it was only a tot per man per day.

Mr. Clarke went on to describe how Skipper Watson had left the bridge to avoid trouble with O'Flaherty, who had wanted more drink. The skipper was tired after having done a long watch because some crewmen had been unfit, through drink, to be on the bridge.

The skipper fell asleep in his berth and was not awakened until shortly before the ship struck rocks and became a total loss.

After the stranding, the crew of 18 was taken by liferaft to *Wyre Conqueror*, a sister ship.

Mr. Clarke said that the practice of giving alcohol to seamen on watch could not be tolerated — and if the court could do anything to draw attention to the problem it would be well worthwhile.

He said that, although there had been breaches of duty by the skipper, he had no instructions to ask the inquiry to deal with his certificate, although this was always at the discretion of the court.

Skipper Watson told the inquiry that he feared his refusal to sail because he was aboard who were worse for drink, or if he was unauthorised drink, was about.

He said: "The gaffer... probably tell me that if I refused to sail they would find a skipper who would."

Asked by Mr. Clarke: men took unauthorised drink on board, Skipper Watson answered: "Of course they did. Nearly every trip I would see, sometimes in small quantities, sometimes large. I did not know how much unauthorised liquor was taken aboard *Wyre Victory*."

"You can't do anything about the drink problem," said the skipper. "It was turned back every time drink was brought aboard we would turn back every time a ship sailed."

He said that every skipper in the port had complained about the drink problem. He had considered refusing to sail many times, but had never done so.

Earlier he said that the ship's log went down with the After the stranding he left after other crewmen had left in liferafts.

The bosun was apologising for what had happened. He told him it was my fault, that I should never have left the bridge and that I didn't have time to argue the point."

Mate of the vessel, Charles Francis Henry Mansell (50), said that even before the ship left port he feared a stranding because O'Flaherty was because O'Flaherty drunk sailors. He said that he had seen O'Flaherty drunk sailors three or four times. He left the ship because O'Flaherty was because O'Flaherty drunk sailors.

"We will have to watch ourselves, Tex is coming to bosun."

Asked by Mr. Clarke what sort of things he was worried about, he said things like taking watches. "If nobody was on the bridge possibly a stranding or something like that. I expected trouble."

The inquiry is expected to carry on until late this week with more evidence from crewmen of *Wyre Victory*.

Fifth arrives
WITH THE arrival at Lowestoft last weekend of the 252-ton *Oliver*, the former Robinson vessel.

Samarian is now on the second of her trips to the Western grounds. *Oliver* and *Samarian* are the only two of the Robinson class which are still in the fleet.

It melted. It was sent to London for examination and the answer came back — it was TNT.

On one occasion, he recalled, his crew found a large piece of material in the trawl. "We couldn't make out what it was, so we put it on the stove to dry out," he says.

It melted. It was sent to London for examination and the answer came back — it was TNT.

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Twelve sandeel skippers are fined

Twelve Shetland skippers have been fined £100 for fishing inside the limits around the islands.

The charges were made following patrols around Shetland by fishery protection cruises last summer at a time when the inshore fleet was blatantly trawling inside the three-mile limit for sandeels.

The fishermen had said that, if they were not allowed to take the sandeels, they would be unable to make a living and would have to tie up their boats to the Government.

However, however, and there was indication that they are given the right to fish inside the limit.

The skippers were fined £10 on each charge of fishing inside three miles. Two of them admitted two such charges each.

The skippers were John Dunlop, Peter Goodall, 27; James Crescent, Lerwick (50); John Robertson, 5 Church St, Lerwick (50); William Simpson, Vevos, Wharfedale (50); Thomas Anderson, West Isle, Shetland (50); Malcolm Robertson, Shore Side, Bridge of Walls (50); Andrew Smith, Peail, Farside (50); George Leslie, 10, Ann, Viki (50); Arthur Harrison, Cready Lea, Wharfedale (50); Peter Fraser, 113, Anderson, Lerwick (50); James Swann, 4 Cheyne Crescent, Lerwick (50).

The Bill would establish the 200-mile limit and once it was in operation it would be illegal for foreign vessels to fish within unless designated.

Designation would go to EEC countries under the equal access provision of the Common Fisheries Policy.

The Government is also taking power to designate non-member countries on an interim basis if they are negotiating with the Community on reciprocal limits when the Bill comes into operation, providing that they had traditional fisheries.

Newcomers would not be so designated.

The EEC had just produced proposals for an interim conservation regime for next year, but the Government had not seen them.

If they fell short of what was required, the Government would impose its own, as it is entitled to do in default of agreement.

Alick Buchanan-Smith, opposition spokesman, welcomed the Bill as did most other MPs who spoke, although Enoch Powell described the occasion as "melancholy".

Hamish Watt for the SNP said British fishermen were the laughing stock of the North-East Atlantic because of the stupidity of successive British governments. The industry and its men were frustrated.

Bruce Millan, Secretary of State for Scotland, again expressed the hope that the interruption in Iceland fishing would be brief and that Commissioner Finn Gundelach would be able to get an agreement.

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Fisheries Bill speeds through

Our fishermen a 'laughing stock'

THE Fisheries Limits Bill was speeded on its way by the Commons on Friday in a debate which produced little disagreement and did not even last the full time allocated.

John Silkin, Minister of Agriculture and Fisheries, said that while it would have been wrong to go to 200 miles before, it would be folly to wait upon events now.

The Bill would establish the 200-mile limit and once it was in operation it would be illegal for foreign vessels to fish within unless designated.

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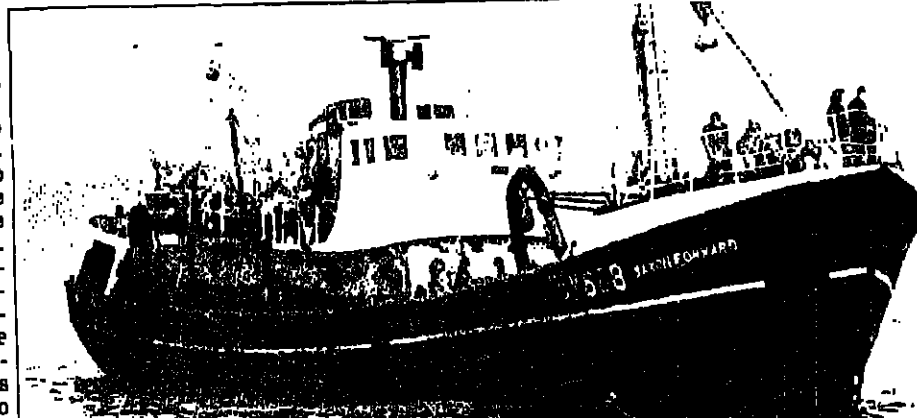
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AT PRESENT being refitted at Fleetwood is the former Grimsby North Sea trawler *Saxon Forward* (above).

When work is completed it is expected that she will make a few trips from Fleetwood before sailing south to work out of Kenya.

The vessel worked for Dublin and tied up. She is now owned by a London company which brought her to Fleetwood for work to be carried out.

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'PLAYING' WITH OUR MARKETS

"ICELAND will play with our markets when it suits her," says the British Fishing Federation in response to allegations of "scare mongering" by Grimsby fish merchants. (Fishing News last week).

While it is understood and appreciated the emotion behind the statement made by Grimsby fish merchants about landings of Icelandic trawlers, the BFF took exception to the allegation that it was directing its efforts to

reducing supplies of fish into Grimsby. "The opposite is the case," said a federation spokesman.

"We are doing all we can to maintain, and even increase, supplies to Grimsby with the proviso that most of them are landed by British vessels."

"Drawing attention to the Icelandic landings was a perfectly proper thing to do in a negotiating situation in which Iceland was claiming the EEC had nothing to offer. More than £900,000 worth of landings can hardly be described as nothing."

"We have no objection to fish from Iceland (in fact most of our ports would welcome it), but not in a 'take all and give nothing' situation, so we will continue to express the view that such landings are not welcome until the EEC has negotiated a deal which takes into account all of our interests."

The merchants — and all those they serve — must have a continuity of supplies founded on a strong and viable home catching fleet if we are not to be at the mercy of importers."

"Without that, Iceland and others will only 'play' our market when it suits their purpose — and that means that, with our economy in its present state, they will be chasing the dollar, mark, franc or whatever most of the time."

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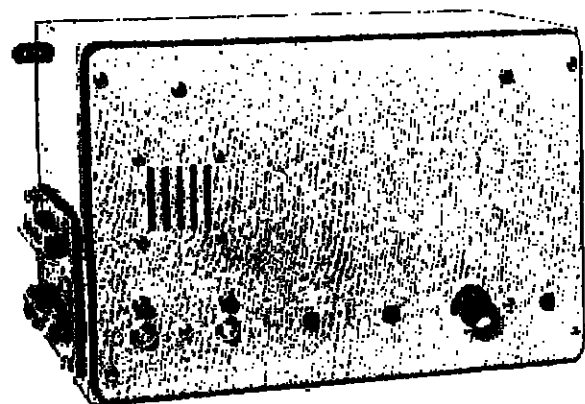
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Costly cod boosts earnings

SEASONAL slack
fishing on all grounds
again restricted land-
ings to less than
20,000 kits at Grimsby
last week.

With best shelf cod hovering
around the £50 per kit
mark and large plaice hitting
a high of over £80 trawler ear-
nings were, by and large, fairly
good.

The eight local distant
waters all managed trips in
excess of 1,000 kits, but none
of them had a hope, through
lack of fish, of even ap-
proaching the £98,540 jackpot
picked up by the four-year-
old Icelandic stern wet-fisher

Ogri (Skipper Brynjolfur
Halldorsson) on November 30
from her 2,671 kits (*Fishing
News*, December 3).

With the White Seas season
getting into full swing, the
local distant water trips were
divided between these
grounds and the early
tailenders from Iceland.

For the second successive
week it was a big plaice trip
from the White Seas, by

BUT's *Ross Rodney* (Skipper
Geoff Carsberg), which head-
ed the grossings.

After a 23-day trip, the
former steamer chalked up
£57,361 from 1,776 kits, in-
cluding over 1,400 kits of
flats, while second spot —
and the best Icelandic trip —
went to BUT's *Vivaria*
(Skipper Roy Kurz), back
after 22 days with 1,280 kits
of codstuffs which made
£43,778. Including the record-
breaker from Ogri, the distant
waters accounted for 12,527
kits.

The middle water fleet had
another spate of small land-
ings with the Taylor trawler
Yesso (Skipper Peter Brown)
just clear of the rest on a
15-day Faroes/Westerly trip.

Yesso had a nicely balanced
catch of cod and codlings,
haddock, dogs and coley
which sold well on the Friday
market to pip BUT's *Ross
Cheetah* (Skipper Tommy
Ross). She had seemed to
have this section sown up
after a £17,770 grossing from
a mixed Faroes/Westerly trip
of 597 kits early in the week.
Altogether ten vessels landed
4,533 kits.

Two teams of pair trawlers

Shearbill — the only ship
land last week.

also landed during the
both through the John L.
(F.S.) Ltd. agency, Mr
Michelle (Skipper Mike
Josefson) and *Sonia* (Skipper
Dave Bewley) got the better of the
boats with a combined
of £19,681 from 568 kits.

They have stopped at
the New Year, while ships
Jens Bojen and John
Richardson are putting
another trip.

The only sealer left
was a misfortune for Mr
Hewson's *Shearbill*. She
caught just three fish during
the final ten days of a 24-day
trip.

MORE FRIGATES FOR PROTECTION

WITH MORE frigates
now concentrated in home
waters, the full resources
of the British fleet will be
available for fisheries
protection.

Richard Hastie-Smith,
Assistant Under-Secretary,
Naval Staff, at the Ministry
of Defence, told MPs this last
week when he gave evidence
to the committee looking into
fishery limits questions.

He said that the C-in-C
fleet is giving high priority to
fisheries protection among
the ships available generally.

Air protection will consist
mainly of four Nimrods.
Julian Kelsey, Fisheries
Secretary, Ministry of
Agriculture and Fisheries,
said he hoped that the
Nimrods would be a
deterrent.

Neville Trotter, Conser-
vative MP for Tynemouth, a
member of the committee,
said that whether the aircraft
was a deterrent would de-
pend on what happened after
detection.

Dynamite charge

A PART-TIME Newlyn
fisherman planned to
blast himself out of his
financial difficulty,
magistrates at Camborne,
Cornwall, were told last
week.

Eric Phillips of Atlantic
Way, Porthowan, in debt to
his bank with mortgages on
his house and fishing boat,
planned to dynamite fish and
then catch them in a net.

But he was caught stealing
eight sticks of dynamite and
four detonators from his
employers, South Croft
Mine Ltd. Phillips pleaded
guilty and was fined £80.

OBITUARY

HENRY PAYNE (78),
part-time assistant in the
dockside offices of the
Hull Trawler Officers'
Guild for the past six
years, died last Saturday
at his home.

Although never a
seafarer, his shore post
earned him wide esteem
in the fishing industry. He
spent much of his life as a
male nurse with Ideal
Standard Ltd.

The Lords saved us

SIR, When new harbour or
other water authorities are
being set up, fishermen in
the area should study the
proposed legislation to find
how it will affect their
livelihoods.

In a recent case local
fishermen have found
themselves deprived of long-
held rights and loss of earnings
when it was too late to do
anything about it. Once a Bill
has passed through both
Houses of Parliament, nothing
can be done.

Our own federation had a
traumatic experience when a
conservancy was being laun-
ched. Had we not followed the
legislation through step-by-
step, fighting all the way, our
members would now be in the
dole queue.

Evidence was passed to
Ministries and MPs, which
should have been examined by
the Commons Select Com-
mittee, was ignored. We lost
every battle but the last, when
we conducted our own case
before a sympathetic and
helpful Bills Committee in the
House of Lords. They gave us
the amendments which saved

LETTERS

our local fishing industry from
extinction.

The House of Lords, which
saved our fishermen, is now
under attack from those same
people who denied us help in
the Commons. But that derided

FOS 'REVOLT'

SIR, I would like to draw your
attention to the statement in
the article 'FOS plans new role'
(*Fishing News*, December 3)
that "a small group from the
Anglo-Scottish Fish Producers'
Organisation claimed that POs
can do a better job than the
FOS."

The group from
Northumberland which attend-
ed the meeting did so as in-
dividual members of the FOS,
or as representatives of local
associations. In
Northumberland, and the
opinions expressed were in ac-

House of Lords is the com-
man's only champion who
repressive legislation from the
Commons threatens his basic
rights or livelihood.

F. S. Fournier,
Assistant Secretary,
Northumbrian
Fishermen's Federation Ltd.
Emsworth
Notts

Spare us a fish mountain

SIR, Since 1970 it has become apparent that the Euro-
pean waters were all but 'fished out'. The object of the
EEC has been to ensure access to our waters which, as a
result of the 12-mile limit (1964), had increased stocks
considerably.

The devoted work that went
on with the inshore fishermen
bargained away for
membership of the EEC shows
on a small scale, how Great
Britain has been brought to her
present unhappy pass.

As housewives we are pre-
occupied as to whether or not
we shall continue to be able to
buy fish for our families, and
moreover, if we will be able to
afford it if still available in the
fishmongers. It eventually

there are any fishmongers.

As it is, the price of fish has
gone up four-fold in the last
five years while our incomes
are eroded through inflation.

The result of the Fisheries
Policy of the EEC, with its
proposals to 'restructure' the
non-industrial inshore fishing
industry 'will undoubtedly', as
in the Common Agriculture
Policy, lead to our being being
stored in fish mountains in the
tax-payers' warehouses.

Public sympathy
fishermen (and this is a
sent is very great) is
evaporating at once if it
behaved as our fish-
done.

Our plea is for British
the British housewife at
she can afford. We
struggle to retain control
our fishing limits. As
now stand, in 1982 we
render all control up to our
shores.

Mr. John
Chairman, British Fishermen's
Federation Ltd.



SCOTT SAILS

A NEW pair trawler built in
Scotland for Grimsby owners
sailed on her maiden trip
from Grimsby this week. The
boat, *Scott*, seen above
being out at Looe, was built
by the Jones' Boat
Shop for Skipper Phil Scott
of Riverside Trawlers Ltd.
The partner vessel, *Golden
Venus*, has already moved up
to Scotland and the pair are ex-
pected to land at Grimsby for
the first time during Christmas
week.

John Scott is powered by a
Gardner 230 hp engine and is
fitted with Norwinn trawl
weld.

NO STOPPING 'JACINTA'



FLEETWOOD'S £500,000
earnings barrier was
broken in style last week
by the stern trawler *Jacinta*.

Skipper Gordon
Wignall (left) brought her
back from the White Sea
grounds with a catch of
1,754-kits, including 110
of cod and 1,550 of plaice,
which sold for £50,400.
Her earnings for this year
now total £535,328.

It was also an excellent
week for the stern
trawler *Gavina*, com-

manded by Skipper
Charlie Scott. She returned
from Iceland after 22-
days with 1,435 kits, in-
cluding 1,400 of cod,
which sold for £48,403.

Cod throughout the
week frequently made up
to more than £40 a kit.
Boston *Blenheim*,
another of the port's stern
trawlers, continued a
successful run under the
command of Skipper Bob
Rawcliffe. She worked
Iceland before returning
with 976-kits, including

800 of cod and 130 of
mock halibut, which sold
for £30,646.
On the same day the
small side trawler *Wyre
Vanguard*, commanded by
Skipper Benny
Hargreaves, landed 657-
kits, including 500 of cod,
25 of cod, 60 of coley and
20 of dogs, for a grossing
of £20,110. The vessel
worked both Iceland and
the middle-water grounds
before returning to port.
The middle-water sec-
tion was dominated by
the stern trawler *Ilena*.

Question mark over mackerel

THE WINTER mackerel
shoals off Cornwall could
take off as mysteriously
as they arrived. Scientists
still do not know why the
stock, estimated at a
seasonal million tons, has
moved into the area over
recent years.

Whatever the reasons for
this change in habits, "the
condition may revert and for
equally unknown reasons the
mackerel may cease to
overwinter in Cornwall," says
a report issued by the ma-
jority of fish which
Lowestoft Fisheries
Laboratory.

Scientists from the
Laboratory have been collect-
ing information on the
mackerel for the past 18
months. While they can now

make estimates of single
season stocks, good long-term
data is still needed for more
accurate assessments.

The work so far has main-
ly relied on acoustical
techniques, but next year
large-scale mackerel egg and
larval surveys will be carried
out.

The mackerel off the Cor-
nish coast could be an un-
stable offshoot of the
overwintering fish in the out-
er part of the Celtic Sea. Or
they may represent the ma-
jority of fish which
overwintered in the outer
Celtic Sea prior to the mid-
1960's and, for some reason,
moved from the usual
deepwater overwintering
grounds to shallow inshore

grounds, suggests the report.

The growth of the fishery
has been remarkable, leaping
from 3,000 tons in 1970 to
over 30,000 tons in 1975.
Traditionally, most of the
catches have been made by
handline, but in 1975 com-
bined seine and trawler land-
ings started to achieve
dominance.

While there has been a
rapid increase in British
fishing effort, this is still
small compared to what
foreign fleets are taking, par-
ticularly the Russians.

The 60,000 tons taken in
1970 by all nations reporting
to ICES had risen in 1975 to
over 300,000 tons. This now
raises the spectre of over-
fishing, notes the report, and
monitoring of the stock is
necessary to assess its stabi-
lity.

...FREEZER LANDS OFF 850-TONS

A MACKEREL landing
record was set in Hull last
week when Boyd Line's
freezer stern trawler *Arctic
Galliard* completed an 825-
ton turnout.

This was only 25-tons
below the national white fish
record held by the same ship
and skipper, Terry Thresh.

The landing followed a 23-
day trip to the south-west
grounds.

IRELAND'S BIGGEST FISH EXPORTERS BANG THE DRUM FOR BOWATER MAUSER.



The biggest fish exporters in Ireland have now standardised
on Bowater Mauser open-top plastic barrels for curing and
distributing their herring.

Like anyone in the business worth their salt, they took a long
hard look at the facts before making this important final choice.

And the facts about Bowater Mauser make impressive reading.
The first drum. Bowater Mauser are the first plastic barrels in the
Irish market to achieve a big proven record of success.

The tough drum. Thousands of Bowater Mauser drums are now
making their third round-trip to the Continental markets. During
the last fishing season, some travelled as far as America and Russia.

The easy drum. All the sales talk in the world means nothing next
to the opinion of the men who actually pack and unpack the fish,
the men who handle the full barrels. Their verdict? Bowater
Mauser has the best shape for getting the job done fast and easily.

The quality drum. More and more people in the industry who deal
in high quality fish are now turning to Bowater Mauser - the high
quality barrel. Just as important for the future, highly critical herring/
mackerel consuming countries like Germany, Holland, Belgium
and France have all taken to Bowater Mauser in a big way too.

We can deliver Bowater Mauser drums in full and half
barrel sizes at short notice.

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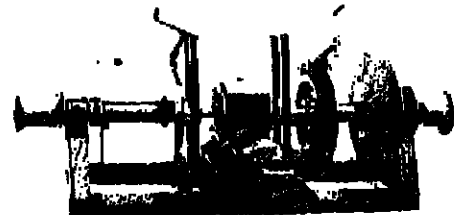
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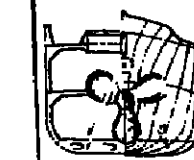
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BIG FUTURE IN NORTH-WEST

"THE geographical
balance of UK fishing
is moving towards the
north-west."

This was the view expressed by Professor Kenneth Alexander, chairman of the Highlands and Islands Development Board, after opening new fishery offices and chandlers at the North Minch port of Kinlochbervie two weeks ago.

The new offices are a logical extension of recent three-year major works which gave the Sutherland port extended berthing and a new fish market, but left the fishery office and ship chandlers at nearby Loch Clach.

Managing director of Kinlochbervie Fish Selling Co., Kenneth Thomson, indicated that further development is on the way - garaging for fishermen's cars (most crews are weekend commuters to Benfeshire), extended berthing and a beaching slipway.

In recent years the west Sutherland port has had annual turnovers of about £1m. and the recent £100,000 developments were partly financed by the HIDE and the Kinlochbervie firm's parent company, the John Wood Group of Aberdeen.

After the opening the managing director of the John Wood Group, Ian Wood, said that north British fisheries are as important as those off Iceland and Faroes, but he regretted that they did not receive a quarter of the support that the governments of those countries gave to their fisheries.

Mr. Wood continued: "In the north the focus has been on oil, which is finite, but fishing is infinite, provided there is conservation. But it is difficult getting that message over to Whitehall."

"Current renegotiation of fishery limits is the last

chance the government has for providing the industry with a viable future. Negotiations must cancel out the un-community-like principle of sharing national assets implicit in the 'fish-up-to-the-beaches' policy intentionally and hastily contrived prior to UK entry to EEC."

Labour MP for Caithness and Sutherland, Robert MacLennan, commented: "The 200-mile limit is an important first step. We've got difficult negotiations ahead with Iceland and other countries where British trawlers have traditionally fished, and then to revise the fisheries policy itself."

"With the 200-mile limit and expulsion from it of non-EEC boats which catch almost half the total within that limit, attractive opportunities for Scottish-based fishermen are open."

"We must get the best possible deal to protect these north-west waters which are among the richest fishing grounds."

Speaking at a dinner after the opening ceremony, Professor Alexander said: "If we look at the UK fish trade, with us consuming 24 million tons annually and catching only one million tons, the case for expansion is clear."

Between them the vessels landed a total of 95 kits of cod, 10 of whiting, 3 of roker, 10 of turbot, 3 of brill, 30 of plaice and 2 of soles.

Earlier in the week (Skipper A. James) was outstanding trawler. She landed 95 kits which sold for £5,365. On the same day, pocket trawler Westerner, compensated for her lack of quantity by top quality. Skipper Frank Reynolds brought her back with 48 kits to gross £3,850.

An example of the high prices is that small patches made up to 110 x 12 - an excellent return.

A clear indication of the foreign fishing effort being made off the west coast was given last week when 40 small French trawlers crowded into the dock to shelter from westerly gales - the Irish Sea.

The 30-year-old trawler *Elizabeth-Caroline* is now undergoing a major refit at Newlyn. She has already been fitted with a new hydraulic net drum (above) from South-Western Mechanised Fishing and a new metal wheelhouse/deckhouse (seen below) aboard *Marie Claire* ready for installation aboard *Elizabeth-Caroline*, plus wheelback, will bring her looks right up-to-date. She is being re-engined and the wooden boat will re-enter service with the Stevenson fleet as a multi-purpose mid-water trawler and beam trawler.

from wooden sailing smacks to steam, and later motor vessels built from steel.

During the First World War it turned out large quantities of shells (munitions), but later had to drop this activity and concentrate on ships because of the enormous losses caused by German U-boats. The firm was among the first to fit-out "Q" ships and there are some good stories about these trawlers-in-disguise.

Like most shipyards, the '20s and '30s were difficult years, but it just managed to survive the slump. It was fully employed when the Second World War got underway.

Since then it has diversified - a Trinity House lightship, tugs and oil-rig supply vessels have been among post-war launches.

Today the yard still has an enviable record of labour relations compared with many yards and looks forward with reasonable confidence to its second century.

Its connection with the fishing industry makes this a book of considerable interest to fishermen, and the photographs are well chosen.

Boydell Press Ltd., Ipswich, price £4.95.

AN ORDER which came into effect on December 1, introduces a minimum landing size for bass of 28 cm. total length. Fish under that size may not be landed or sold in Great Britain, or carried on a British fishing boat or by foreign fishing boats within British fishery limits.

Shetland. When challenged, foreign skippers point to the Skagerrak area - without even a smile on their face.

Despite the North Sea ban, a fleet of 40 Icelandic and Faroese purse seiners are reported to be taking heavy catches of herring off

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Leaking Belgian tops the market

MARKETS were sky-high at Milford Haven last week and there were some excellent grounds for small catches. But was left to a leaking foreign trawler to top ship honours.

The Belgian trawler *Surveyor* was caught in the net and began taking water in the stern. She put into the port for repairs and landed 15 kits, including 15 kits of 10 of whiting, 30 of plaice and 35 of cod, which sold for £5,400.

Top local vessel was *Norrad Star*, now back under the command of Skipper Jim Manson who has been ashore after an operation to brought the vessel in which kits which sold for £5,900. On the day *Georgina Wilson* (Skipper I. Smith) made £4,500 netting kits.

Between them the vessels landed a total of 95 kits of cod, 10 of whiting, 3 of roker, 10 of turbot, 3 of brill, 30 of plaice and 2 of soles.

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When the new vessel is launched in December next year she will be the 17th built to the yard's Campbeltown 80 design.

The Argyle yard now has the boats on its order book providing a busy building programme for the next 12 months.

Two 76 ft. seiners, an 85 ft. seiner and an 85 ft. stern trawler are to be built in addition to Skipper Buchanan's new boat.

Two board changes have been made at the yard - managing director, Hugh J. Arbuthnot, has been appointed vice-chairman and general manager, Leslie Howarth, has taken over as managing director.

Mr. Arbuthnot has been managing director since the company became a subsidiary of Lithgows (Holdings) Ltd. in 1970.

Mr. Howarth, general manager since 1968, has been a director for the past two years.

Fingers point the way for blue whiting

BLUE WHITING could become a substitute for cod within the next few years both as fingers and fillets. This is the finding to date of acceptance trials held from Glasgow to Bristol by the White Fish Authority.

Housewives in groups of up to 200 tasted the fish and, at one session, 94 per cent of them had something good to say about fried blue whiting. Gilled fillets were just slightly less acceptable.

Only in Glasgow did the housewives' opinion of blue whiting slump badly. Just 31 per cent found the fish good or very good.

Test fillets were enthusiastically received by fish and chip shop customers during a six-week trial and a steady trade was built up. Even the small size of some fillets was overcome by frying two together.

A big breakthrough came when 684 housewives in London, Birmingham and Edinburgh tasted fish fingers made of blue whiting. They were generally well liked and it was found that one possible stumbling block with the fish - tiny pin bones which would need modified machines to separate - was not a problem.

When tasted with commercial cod fingers, more bones were noticed in the cod product.

One doubt seems to be the acceptability of blue whiting fillets on the fishmongers' slab. Housewives were not impressed by the appearance of uncooked fish, which may find a ready market in supermarkets presented as a breaded product.

Blue whiting stood up well on canteen menus and as school meals. Kitchen staff

did, however, remark on the small size of the fillets and their off-white colour.

Encouraged by the success so far, the White Fish Authority is continuing with its trials by expanding present work and developing suitable forms of frozen presentation.

A full report on the acceptance trials of blue whiting will appear in our *Fish Handling* supplement to *Fishing News* being published with the December 24/31 issue.

Benvolio on mackerel
FLEETWOOD'S latest trawler, the 80ft. *Benvolio*, is mackerel fishing.

Joe Newsham - formerly a distant water skipper - and his crew of six have been landing at Cornish ports.

Benvolio is owned by Wyre Trawlers whose manager, John Haslam, said: "The skipper and crew have worked hard on this one."

"After early problems, which were to be expected, they met with some success. From a four-day trip they landed 52 tons, and then from another 14 hours fishing they put 60 tons ashore". She then had to be towed in by *Shawnee* during a gale on Monday with gear around her prop.

Another order for Scots boatyard

SKIPPER Stewart Buchanan of Inverloch, Fraserburgh, has placed an order with Campbeltown Shipyard for an 80 ft. steel seiner-pair trawler to replace his wooden fishing boat *Fidelis*.

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Mr. Howarth, general manager since 1968, has been a director for the past two years.

The build-up of the yard's range of steel fishing vessels has been largely the responsibility of Mr. Howarth, who joined the company as a designer and later became technical manager.

There is little doubt that previous attempts to put it to the higher of some association members to acquire the status of their customers. One wonders whether the new buyers' cards will be equally reluctant to demand the new buyers' cards.

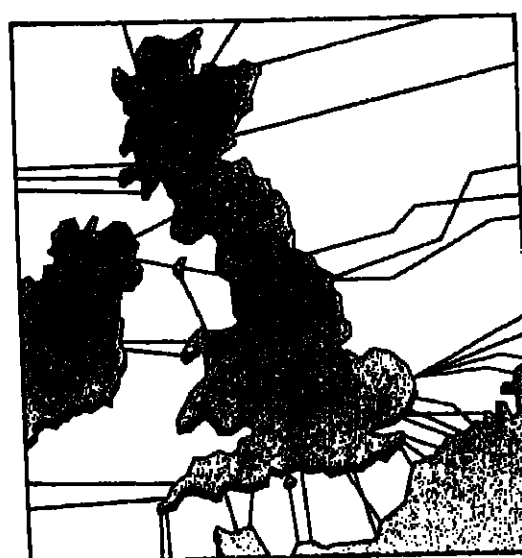
The example of Tokyo market might be followed where registered buyers display their licence on the front of yellow baseball caps - perhaps it could be replaced by a yellow Billingsgate buyers to wear black bowlers and white pointed numbers.

From February 1 the requirement will be that every buyer must have a registration card. He must, in applying, give certain information concerning the location and type of his business. It is interesting to know how the association would, however, check the veracity of these statements.

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Don't catch a cable.



If you are engaged in fishing around the British Coast you should know the position of Submarine Cables. Our map shows the approximate location of cables. It should tell you if the general area of your fishing activity is clear or not. We shall be happy to supply charts showing the exact location.

Please write to: Post Office Telecommunications, Central Marine Depot, Berth 203, Western Docks, SOUTHAMPTON SO1 0HH. Tel: Southampton 775577. FISH CLEAR OF CABLES AND SAVE YOUR GEAR.

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Baron Instruments Limited, 100 South Coast, New York, N.Y. 10018. Tel: 212 512 5500.

Small New autopilot bass

"IN EARLY summer we often see small fish jumping out of the water in large numbers in the river here.

"Do you think they are likely to be bass and, if so, could you tell us what kind of nets we could catch them in and the best way of working them?"

"They are probably bass since, as far as I know, sea trout usually enter rivers later in the year.

I think you would stand the best chance of catching them in 3in. mesh gill nets. With a couple of nets, each made from 120 yards of green-proofed, multifilament nylon between 2 and 12 ft. deep set in to fish 60 yards long, you would probably get plenty of them. And you would be likely to catch a lot of small mullet as well.

You would be likely to do so if you set the nets at the right times of day and at the right state of tide. Otherwise you are likely to catch weed and perhaps jellyfish, and few, if any, fish.

Best times to set them are at dawn and dusk for about an hour or so either side of low water. Then you will be able to leave the nets to fish on their own without having to go to the trouble of mooting them.

If you get nets of modern design, rigged with braided leadlines and smooth plastic floats on float lines, you should have no difficulty working them.

If you have a fair sized net boat which is free of protruding bolts and nails, you can arrange the nets in the bottom so that they will run out freely over the gunwale.

If you haven't, you can arrange them in plastic fish baskets which each hold a 60 yard net comfortably.

With nets arranged either in the bottom of the boat or in baskets, all you have to do is to run them out at low tide with a large, brightly coloured float on each of their outer ends. Thereafter, if there is no strength left in the tide, you can leave them to fish on their own.

If you keep an eye on them, you will observe little or no movement of the float line when small bass or mullet get gilled in the nets. But should a fish of over about 4lb. get tangled in one of the nets, you are likely to do so. If so, it is best to remove it straightaway as it will only be tangled, not killed and so held firmly, in the net.

Hauling gill nets from a net boat presents few problems. In practice you will generally find it best to leave fish in the net while hauling and to remove them later.

THE Sperry Division of the Sperry Rand Corporation has recently introduced a new range of solid-state automatic pilots and accessories called the 600 series.

Utilising a modular design technique, three different Heading Selectors and a common Control Computer provide three basic models: the SRP660, SRP670 and SRP680 configurations. Heading data from many compasses — either gyro or magnetic or both — can be accommodated.

The automatic pilots control most, if not all, steering gears on the market today using solid-state output switches, thereby avoiding less reliable relays.

The SRP680 Model Gyrocompass Steering Control is designed for use with a Sperry SR-120 Series Gyrocompass mounted at the helm.

The Heading Selector fits into the top cover of the compass and is connected to a separately mounted Control Computer. The SRP670 Model Autopilot primarily takes data from a regulation magnetic compass.

A magnetometer fitted to the top or bottom of the ship's magnetic compass converts it to a transmitting compass.

The SRP680 Model Gyrocompass Steering Control primarily accepts heading data from Sperry Gyrocompasses and has a built-in steering repeater. Additionally, it can interface with a regulation magnetic compass to provide a back-up in the event of Gyrocompass failure.

In the Gyro-Magnetic version, the SRP680 model, in addition to its own steering repeater, can also provide heading data to two additional step-type repeaters from the magnetic data input. A number of full-follow up

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

Hand-Electric Helms of mostly non-magnetic materials are available: a conventional Fixed Ratio Helm (three turns hardover to hardover) with a pointer type Help Order Indicator; a Lever Steerer for those who prefer lever type control at either the main and/or remote locations; a Remote (Trailing Lead) Controller with 26-foot (7.6 metre) cable to allow bridge personnel to stand on the wing and manoeuvre the vessel; and a new, modern Variable Ratio Helm.

The new helm was designed as the result of a study conducted among ship masters. Hardover to hardover rudder can be ordered in less than one turn of the wheel.

The Helm Order Indicator built into the helm has an expanded scale about midships. This is done to provide finer hand control and to prevent "over-steering" around midships. This makes it easier to maintain heading manually.

Several options are available: spring centering, dual control, dimmer, and Emergency (N.F.U.) Overriding Control at hard-over positions.

A Column Steering Stand is available for the SRP670 and SRP680 models. The stand has cut-outs into which a Control Unit can be placed, and a cut-out for an Accessory Mounting Bezel which can accommodate up to three panel-mounted accessories.

The front face will mount the Fixed or Variable Ratio Helm with the centre of the Helm about 39 in. (991 mm) from the deck.

The stand is steel, can be bolted to the deck, and does not need a wooden mounting pad. The upper Steering Module can be supplied, without the column, for shelf or bulkhead mounting.

When a Mk 37 Gyrocompass is used, a hole can be cut in the front panel to insert the Speed and Latitude Compensation Unit.

Full details about the new pilots, and accessories available with them, can be obtained from Sperry Marine Systems, Downshire Way, Bracknell, Berkshire.

The new 600 series of automatic steering control systems from the Sperry Rand Corporation. The new range is solid-state which avoids using less reliable relays. There are three different heading selectors and a common control computer providing three basic models.

SRP 680 SRP 670 SRP 660

John Burgess begin with a beam trawl



HAVE been where from Brit- to the Baltic and that come back from the right round the

are now thinking of the boat to catch our Although they are light in commercial

quantities around here, we know a chap who catches enough soles, plaice, flounders and sometimes shrimps to feed his family.

"Do you think we could do the same? If so, would it be best to start with a beam or an other trawl?"

"If someone else can catch as much fish as he needs, there is no reason why you should not be able to do so if your boat is suitable for one or other method of trawling.

If your boat is fitted with a diesel engine of 7 hp or more and you have sufficient space on one or other side deck to stow a 10 or 12 ft. beam trawl, I think one or other of these would be the best to use for a start; a beam trawl is simpler to work than an other trawl and you would be able to catch all the flat fish you need with one.

A beam trawl is towed by a single warp and one with a beam 10 or 12 ft. long can be hauled by hand without undue effort by one man if the warp is rove through a snatch block secured to the mast forward. To haul the warps of an other trawl requires two men, unless a winch is installed.

The mouth of a beam trawl will remain open and fish will enter it however slowly the trawl is towed. If it is necessary for some reason to reduce speed when towing an other trawl, one or both of the boards may fall over and the net cease to fish. The same thing may happen if too sharp a turn is made while towing.

It is customary to attach a line and a float to the cod-end of a beam trawl so that, if it gets fast on an obstruction, you can let go the towing warp, recover the float line and haul the net in the reverse direction to that in which it was travelling to free it.

Freeing the boards and/or net of an other trawl from a fastener can be a far more complicated operation.

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WHAT MAKES CHAIN RUST?

"I AM having trouble with chains used in the cause of excessive

"It is moored in the bay, along with other chains on the coast trawlers, in a chain of

floats all the time, it is the rest of the day the chains are in the water.

"I use two 20-ton chains, therefore, that of 1 in. galvanised steel entering the ground chains and at low water is a length of it as a problem. If this down chain, all the chains would have the and about two feet of problem with their corroding rapidly.

"Could this be because of the swivel are secured to electrolysis caused by trawlers moored close to

"It is unlikely that corrosion is caused by the length of copper wire in the secure shackle pins and electrical discharges from adjacent trawlers.

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TYRE CUTTER

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shell fish chat

A PAPER on shellfish conservation was presented at the Aberdeen Fisheries Show in September by Don Lovdon, chief executive of the Anglo-Scottish Fish Producers' Organisation Ltd.

His area covers the coast between Whitby and Barwickshire, one of this country's most important crab and lobster fishing areas.

His paper was based on his belief that, with falling shellfish catches, the Government should do a great deal more than just carrying out passive conservation measures. It should set out to achieve the full development of our natural resources — and he went on to suggest ways and means of doing this.

The industry wants progressive thinking, not the repressive attitudes taken today towards shellfish. "We have had licensing of salmon, licensing of herring; it is perfectly feasible, but when we ask the Government to introduce licensing for shellfish, the answer is: 'No, there is freedom of the seas — everyone is entitled to go fishing if they wish'."

Mr. Lovdon made it clear that this attitude is outdated. He quoted one of the problems in his area which is the explosion in unrecorded, uncontrolled fishing. The only definite conclusion which could be reached by the scientists is that there is over-fishing.

Skin-divers and part-timers are part of the problem; in some areas 50 to 80 per cent of the total catch of lobsters is being caught by part-timers and skin-divers.

Mr. Lovdon said: "If these hobby people are more efficient than the professional fisherman, should we not let the professional fisherman die off and then leave it to the part-timer?"

"The answer is that they are not more efficient, they are much less efficient, but the Government has legislated to their advantage."

Mr. Lovdon went on to explain that the professional fisherman has to put up with all sorts of restrictions — he has laws on the size of fish he can land and he is controlled and taxed like every other worker in the country with the exception, of course, of part-time fishermen!

He is held back by the new Department of Trade regulations made in the interests of safety — these, of course, do not apply to part-timers or to skin-divers.

Don Lovdon continued by asking what encouragement a youngster has to go into the industry nowadays. Heavy mortgages on boats, processors and distributors, all help to make the net income less worthwhile.

At the same time, most professional fishermen accept the legal size regulations and return to the sea the undersized lobsters which may represent 20 to 30 per cent of his catch.

When they are disturbed, their immediate reaction is to hang on to anything close at hand — the net, other Nephrops, fish, etc. This means that small Nephrops, which would otherwise go through the meshes, are often brought on board still clinging together, or to the netting. Mesh selection is much less exact for Nephrops and increasing the minimum mesh size would not really help to conserve stocks.

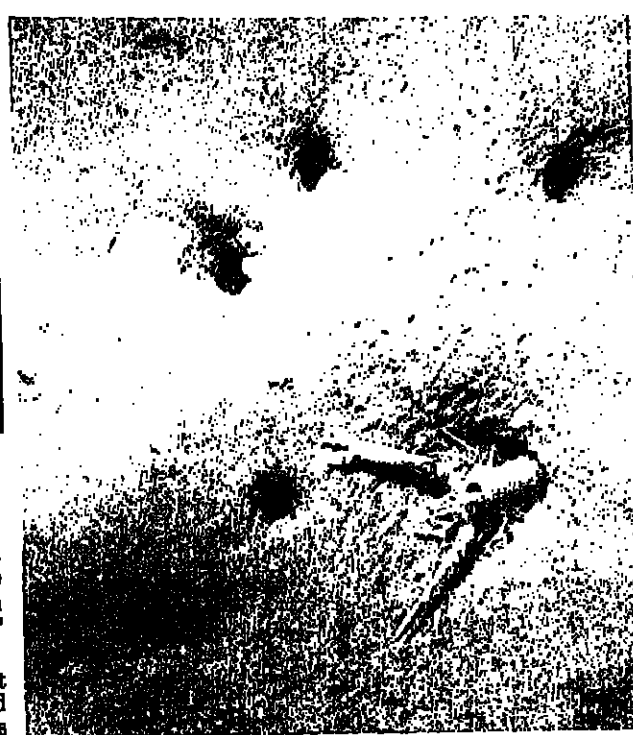
Some Scandinavian countries have a minimum legal landing size of 130mm (5.1 in.) overall length in force.

Do the small Nephrops survive if they are thrown back into the sea? I understand that research by scientists from the Aberdeen Laboratory showed that many of them die.

When Nephrops are brought aboard ship, the water drains from their gill chambers. Even if they are returned to the sea immediately they are still likely to suffocate.

Many Nephrops will have lost limbs and, even if they do survive, they will not grow to normal size until the lost limbs have regrown. Sadly, it seems, that fishermen are not likely to gain much by returning the "smallies" to the sea.

TRAPPER.



Nephrops at the entrance of a burrow. (Picture Crown copyright — Marine Lab. Aberdeen).

If he decided to go on to Social Security and still go fishing part-time, he might catch as many lobsters as he ever did. He could sell all his under-sized lobsters to local hotels at retail prices and pay no income tax!

"If this is progress, then it is progress to anarchy," shouted Mr. Lovdon.

One of the main appeals from the speaker was that the new producer organisations set up in the management of shellfish stocks, including the enforcement of the legal sizes for fish and shellfish.

If all catches had to be sold through a local producers organisation, control might be more effective.

"The Government was asked for more help and concern. With a little change in political attitudes and with these changes, Mr. Lovdon saw no reason why our shellfish stocks and our shellfish catches should not multiply four or five times in the future.

This would bring employment to areas where it is needed and help expand the economy of the nation.

Concluding his paper, Mr. Lovdon stressed that the whole fishing industry is ready and waiting. "There is only one problem," he said, "that may or may not be solvable. It is, how do we get the Government to reverse its present belief that anarchy at sea is desirable? An anarchy which is only modified slightly by control measures which, at best, are only marginally enforceable."

Norway lobsters I've been asked to explain what a Norway lobster is. It is just the Dublin Bay prawn, "scampi" or (scientifically called) *Nephrops norvegicus* under another name.

As explained some time ago in this column, there are major fisheries for Nephrops off the coast of Scotland, in the Irish Sea and along the Northumbria and coast.

Adult Nephrops (as I prefer to call them) like a bottom of "sticky" mud which makes it easy for the animals to burrow the holes in which they usually live, leaving them only to forage for food at dawn and dusk.

The burrows are horizontal tunnels, open at both ends. The front opening is rather like a small crater, while the "back door" is much smaller. The Nephrops uses the front opening as both entrance and exit and often lies inside the burrow with only its claws showing outside, but burrowing behaviour varies depending on the size and sex of the animal.

The Irish Sea, for which a 60mm. minimum mesh size is in force.

Some fishermen suggest a minimum size limit for Nephrops; others suggest that the minimum mesh size should be increased.

In opposition to the last suggestion, I know that very small Nephrops are caught even in 70mm mesh nets and this may be because of the behaviour of the Nephrops themselves.

When they are disturbed, their immediate reaction is to hang on to anything close at hand — the net, other Nephrops, fish, etc. This means that small Nephrops, which would otherwise go through the meshes, are often brought on board still clinging together, or to the netting. Mesh selection is much less exact for Nephrops and increasing the minimum mesh size would not really help to conserve stocks.

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TRAPPER.

Show debut for two diesels

TWO new engines and an autopilot for inshore boats will make their debut at next month's Boat Show in London.

Deca Navigator will be displaying the Pilot 150 autopilot complete with its own flexible steering system, while the diesels are by Lister and Pettors.

The STWM series of water-cooled diesels with a power output of 10 bhp per cylinder has been added to the range made by Lister of Dursley, Gloucestershire. This engine series is available in two and three cylinder versions.

The four-cylinder engine is just 21.5 in. high overall and is designed for both propulsion and auxiliary work.

Continuous ratings of 20 bhp and 30 bhp are available from the two and three cylinder units operating at 2,400 rpm.

Lister has paid much attention to engine accessibility and cylinder

barrels, heads, pistons, con rods and bearings are interchangeable.

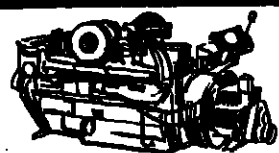
Wet sump lubrication is used and the big-end bearings are fitted with split shells. Starting can be either electric or by hand

A MONTHLY FISHING NEWS FEATURE

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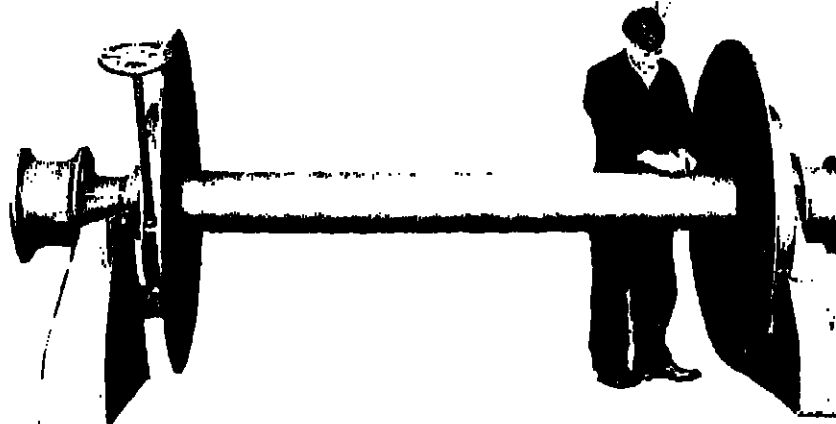


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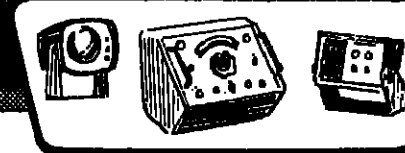
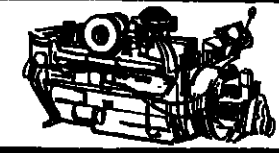


Illustrated is a Robertson type 3PN6G net drum with a 5-ton pull and capacity of 3 cubic metres. Special features are the detachable twin winching drums and heavy duty brake which give features useful to all fishing techniques. This is only one of Robertson's net drum and trawl winch range specifically prepared for all classes of trawlers.

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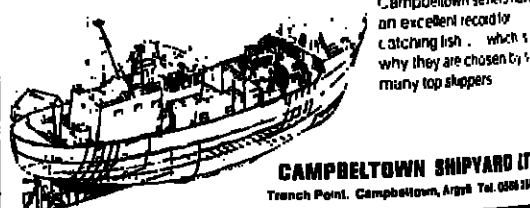
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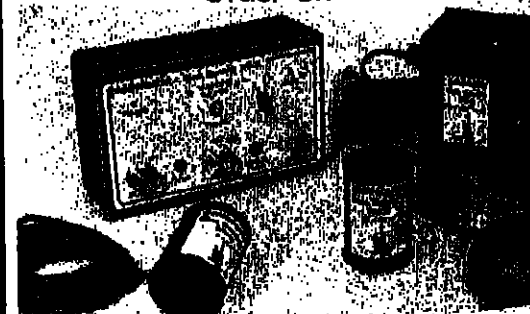


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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant Water
 £57,361: Ross Rodney, BUT (Sk. G. Carsberg), 1,775k, WS, 24 days.
 £43,778: Vivaria, BUT (Sk. R. Kuz), 1,280k, 1, 22 days.
 £41,274: Ross Kashmir, BUT (Sk. J. Roberts), 1,288k, 1, 22 days.
 £41,072: Northern Gift, BUT (Sk. D. Pulfrey), 1,247k, 1, 22 days.
 £38,090: Belgaum, Boston (Sk. W. G. Ball), 1,103k, 1, 22 days.
 £37,833: Ross Ramillies, BUT (Sk. D. Scott), 1,110k, 1, 21 days.
 £34,472: Blackburn Rovers, Consol (Sk. W. Hardie, Jr.), 1,056k, WS, 21 days.
 £29,479: Notts Forest, Consol (Sk. G. Mussel), 1,032k, WS, 26 days.

Middle Water

£18,419: Yesso, Taylor (Sk. P. Brown), 747k, F, 15 days.
 £17,770: Ross Cheeta, BUT (Sk. T. Ross), 597k, W, 16 days.
 £16,861: Ross Zebra, BUT (Sk. J. Waddingham), 595k, W, 15 days.
 £16,508: Ross Cougar, BUT (Sk. J. Major), 553k, W, 14 days.
 £15,850: Rhodesian, Taylor (Sk. N. Bray), 462k, F, 16 days.

North Sea

£6,345: Lemberg, Lindsey (Sk. H. Pexham), 138k, NS, 13 days.

Somers

£987: Shearbill, Allard Hewson (Sk. W. Sorensen), 44k, NS, 20 days.

Pair teams

£10,365: Anna Michelle, (Sk. M. Josephsen), 296k, and £9,318: Sonia Jane, (Sk. D. Bewley), 262k, both John R., NS, 14 days.
 £9,780: Frances Bojen, (Sk. John Richardson), 281k, and £9,366: Margrethe Bojen, (Sk. Jens Bojen), 256k, both John R., NS, 14 days.

HULL

£89,876: Hammond Innes, Newington (Sk. W. Brettell), 2,822k, BI, 28 days.
 £84,992: C. S. Forester, Newington (Sk. R. Taylor), 2,042k, BI, 28 days.
 £41,261: Ross Leonis, BUT (Sk. L. Godman), 1,358k, 1, 22 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from White Sea: Barnsley, Boston, Kestrel, Gillingham, Port Vale, Ross Revenge, William Wilberforce. From Faroes and Westorly: Erimo.

Lucerna, Nanao, Ogano, Rhodesian, Ross Cheeta, Ross Lynx, Ross Panther, Ross Tiger, Tokio.

Expected during the week: Arctic Conqueror, Benella, Kingston, Amber, Lord St. Vincent, Somerset Maugham.

PORT MARKETS

MONDAY, DECEMBER 8

GRIMSBY

A good supply of 5,167 kits from 11 vessels met a good demand. Prices: codling, £2.60/£2.40; large haddock, £1.24/£1.20; medium haddock, £1.60/£1.50; small haddock, £2.40/£2.30; large plaice, £1.50/£1.40; medium plaice, £1.10/£1.00; small plaice, £1.20/£1.10; skinned dogfish, large, £4.40; medium skinned dogfish, £3; sea bream, £2.20/£2.40; rockfish, £2/£2.00; reds, £2.40, per stone.

HULL

2,994 kits from two distant water vessels, price ranges per 100k kit, stone 4k.

hulls on: shelf cod, £28/£27.75

(average £23.35); shelf codling, £27.50/£24.50 (average £26.00); shelf haddock, £18/£15.25 (average £20.00); cod, £15/£12.25 (average £17.15); bergylts, £10/£18.50 (average £16.80); plaice, £24/£27 (average £26.75); halibut, 24k.

FLEETWOOD

Prices: turbot, 250; brill, £40; cod, £31/£32; dog fish, £3/£13; haddock, £22/£20; purnard, £12/£17; ling, £25/£26; lemon sole, £48; capelin, £17/£27; plaice, £28/£0.3; whiting, £13/£20; roker, £9/£29; all per 10 stone 4k.

£11,145: Pisces, Wood Group (Sk. H. Duncan), 416k, O, 8 days.
 £10,080: Coastal Empress, North Star (Sk. W. Morgan), 356k, S, 12 days.

LOWESTOFT

£10,339: Suffolk Monarch, Hobson (Sk. B. Borrett), 232k, NS, 13 days.
 £10,030: St. Patrick, East Coast (Sk. D. Beaford), 302k, NS, 11 days.
 £9,403: St. Vincent, East Coast (Sk. J. Peek), 238k, NS, 12 days.
 £8,410: St. Thomas, East Coast (Sk. J. Ketteringham), 246k, NS, 12 days.
 £8,123: Boltby Queen, Tallman (Sk. P. Thomas), 214k, NS, 11 days.
 £7,793: Constance Banks, Hobson (Sk. D. Athorn), 233k, NS, 12 days.

GRANTON

£16,463: Arctic Riever, Liston (Sk. A. Wanless), 641k, F, 18 days.
 £9,410: Arctic Hunter, Liston (Sk. A. Wood), 451k, NS, 13 days.

NORTH SHIELDS

£15,183: Ben Strome, Irvin (Sk. E. Longhorn), 42,930kg, F/NS, 15 days.
 £14,309: Ben Chourn, Irvin (Sk. T. Jamieson), 28,556kg, F/NS, 17 days.
 £6,004: Valhalla, A.F. (Sk. R. Veitch), 14,512kg, NS, 2 days.
 £4,138: Fruitful Harvest, A.F. (Sk. C. Horn), 11,152kg, NS, 4 days.
 £3,678: Ina McCain, A.F. (Sk. J. Fleming), 7,630kg, NS, 4 days.
 £2,174: Stella, Irvin (Sk. T. Johnson), 6,660kg, NS, 2 days.
 £2,117: Scarlet Line, A.F. (Sk. J. Buchanan), 5,328kg, NS, 3 days.
 £1,935: Scarlet Thread, Irvin (Sk. G. Buchanan), 4,940kg, NS, 2 days.
 £1,055: Scarlet Cord, Irvin (Sk. G. Buchanan), 2,340kg, NS, 3 days.

Home water

£15,098: Idena, Marr (Sk. T. Watson), 614k, 15 days.
 £7,045: David Wilson, Hazael (Sk. J. Banks), 283k, 12 days.
 £6,078: Royalist, Hewitt (Sk. J. Pickess), 239k, 12 days.
 £5,482: Andrew Wilson, Hazael (Sk. F. Thompson), 249k, 14 days.
 £3,644: Resilience, Ward (Sk. D. Bailey), 139k, 14 days.
 £2,925: Girl Doris, Ward (Sk. J. Delroy), 83k, 13 days.
 £2,825: Mount Melleray, Wyre (Sk. B. Andrews), 101k, 10 days.
 £2,741: Forads, Ward (Sk. W. Phillips), 84k, 13 days.
 £2,099: Marie Jacob, Irish, 28k.
 £1,746: Fair Isle, Ward (Sk. J. Wright), 55k, 12 days.

ABERDEEN

£22,048: Ben Bhrakie, Irvin (Sk. W. Fry), 724k, BS, 25 days.
 £21,306: Grampian Monarch, North Star (Sk. R. Catto), 935k, F, 13 days.
 £21,302: Clarkwood, Wood Group (Sk. S. Thomson), 702k, F, 15 days.
 £17,034: Pindarus, BUT (Sk. J. Glasgow), 637k, S, 15 days.

LOWESTOFT

Prices: sole, £20/£20.3; alps, £125/£152; large turbot, £125/£143; small turbot, £54/£80; brill, £45/£54; lemon sole, £40/£57; large plaice, £33/£37.50; medium plaice, £37/£43; small plaice, £32/£35; cod, £36/£40; codling, £30/£38; dabs, £18/£21; whiting, £10/£17; small haddock, £28/£32; large roker, £28/£32; small roker, £25/£29; dogfish, £20; monkfish, £55/£70; all per 10 stone kit.

North Shields

Prices: cod, £22.50/£23.50; sprag, £24; medium codling, £24; small codling, £18; large haddock, £22.50/£23; small haddock, £17, per 40 kilo unit.

BRIGHAM

Prices: plaice, 25.40; turbot, 16.50.

BILLINGSGATE

ON TUESDAY, 245 tons were

delivered average selling prices on merchants' stalls were: sole, 35p/40p; plaice, 50p/60p; medium cod, 70p/80p; large cod, £1.30/£1.20; sea bream, £1.70/£1.70; frozen smoked salmon, £3, per lb; large turbot, £14/£15.40; medium cod, £8.50/£8.50; small, £4.20/£5.50.

£7.80/£8.50; bulk, £7.50/£8; conch fish, £4.80/£5.10; haddock, £7.30/£8.80; home water haddock, £3.20/£3.60; kit, £3.20/£3.60; gibbers, £4.50/£4.60; jumbos, £6.80/£7.00; selected whiting, £2.70/£3; small, £2.20/£2.00; mackerel, £2.50/£3; dry fillets, £8.80; golden cutlets, £6.80; filleted kippers, £3.50/£4.50; selected kippers, 4/£5; sprats, £2/£2.50, per stone.

SHELLFISH

SELECTED lobsters, £3/£3.25; unsorted, £2.20/£2.80; crabs, over 3lb, 25p/35p; under 3lb, 18p/25p; small, unsorted, 10p/12p; prawns, 80p, per lb. Oysters, £11/£22, per 100, scallops, £1.40; per dozen, winkles, Irish, £10/£12; per cut, whelks, £3.50; per bushel, mussels, English, £1 Irish, £3.80; per bag, shrimps, brown, £1.50; English cockles, £1.50, per gallon.

HERRING REPORT

THURSDAY, DECEMBER 2
 Stormy: eight trawlers, 37 tonnes; homemarket, 16 tonnes at £14.30/£16, klondyking, 21 tonnes at £17.50/£17.80. Mixed spents, 340/460 per 50kg. Uig: four trawlers, 30 tonnes; homemarket, 30 tonnes at £17.40. Slightly mixed in size, spent, 320/340 per 50kg. Mallaig: one purser, 30 tonnes, one trawler, 50 tonnes; homemarket, 80 tonnes at £14.40/£16.40. Uniform spents, 300/305 per 50kg. Ayr: 10 trawlers, 21 tonnes; homemarket, 21 tonnes at £15.20/£17. Hand selected, 160/250 and 370/430 per 50kg.

FRIDAY, DECEMBER 3

Stormy: one trawler, 32 tonnes; homemarket, 10 tonnes at £18.70, klondyking 22 tonnes at £16. Very mixed in size, spent, 420 per 40kg. Ullapool: 16 trawlers, 231 tonnes; homemarket, 231 tonnes at £13/£13.80. Mixed to very mixed in size, spent, 380/500 per 50kg. Uig: two trawlers, 22 tonnes; homemarket, 22 tonnes at £15.20/£17.40. Slightly mixed in size, spent, 320/340 per 50kg. Mallaig: two trawlers, 14 tonnes; two pursers, 11 tonnes; homemarket, 25 tonnes at £17/£21.80. Uniform to mixed in size, spent, 296/340 per 50kg. Ayr: 10 trawlers, 21 tonnes;

Recalling some of the stories which appeared in our columns this week 50 years ago.

DECEMBER 11, 1928

HULL'S Kingston Steam Trawling Co. sells 122 ft. steam trawler Beryl II to Australia. She will be operated by a former Scots skipper and some members of his family.

TWO GERMAN trawlers

sail into Grimsby to land catches, find the market so depressed they sail away again.

WILLIAM HILL of

Grimsby, who first went to sea as a boy on sailing smacks and worked his way up to be chairman of the Loyal Steam Fishing Co., leaves 49,487.

TRAWLER Victory, which

sank in Aberdeen har-

ALL SHELLFISH

Daily Consignments Required
 R. BLOOMFIELD (Billingsgate)
 127-128 BILLINGSGATE MARKET
 Daily Sale Accounts: Phone: 01-626 7330, 7331
 LABELS SENT ON REQUEST

December 10, 1978

THE ABERDEEN shipyard of John Lewis and Sons Ltd. has built its last fishing vessel — for the time being at least. She is the 86-footer Helene.

Work has already begun on extensive alterations to the yard so that it will be able to offer overhaul and repair facilities for the largest oil-rig supply vessels operating in the North Sea.

Part of the John Wood Group, the yard will now work under the name of John Wood Group Ship Repairing Co. Ltd. It is to retain facilities for new building work, however, in case a demand for trawlers builds up in the future.

During its long history the Lewis yard has produced a wide variety of fishing vessels, including large stern trawlers.

One of the most notable completions was the revolutionary factory stern trawler Fairtry, built in 1953 for Chr. Salvesen and Co.

During the last ten years or so the firm has turned out 40 of the smaller type of pocket trawler and dual-purpose vessels known as the Spinningdales class.

This includes 21 of the 86 ft. Mk. I model, 16 of the Mk. II model and three 75-footers. Helene, a seiner-trawler, was her trials on a gloomy day in late October. She has been built to the order of the Don Fishing Co. (Peterhead) Ltd. and will fish under the command of Skipper William Malcolm of Stonehaven.

Catches will be landed in Aberdeen or Peterhead.

In most respects Helene is similar to other vessels in the 86 ft. Mk. II class, having a beam of 22 ft. and round bilges and a transom stern. She is powered by a

Mirreles Blackstone ETSL 6 MGR engine which develops 637 hp at 750 rpm. It drives the fixed-pitch Stone Manganese propeller through a 3:1 reduction and reverse gearbox.

Two Gardner 6LX auxiliary engines are fitted: the starboard unit gives 100 hp at 1,500 rpm and provides power for a Newage 35 kW 415 V alternator; the port unit develops 125 hp at 1,600 rpm and drives a Northern Tool and Gear gearbox through a Frank Mohn clutch.

Driven off the gearbox are the Dowty hydraulic pump

for the main engine gearbox, plus Stuart Turner domestic fresh water and sea water pressure sets.

Tanks have capacity for 13½ tons of fuel oil and five tons of fresh water.

An Andreas Jensen and Sonner combination seine and trawl winch is fitted forward, in the shelter of the whaleback, while Fishing Hydraulics (Scotland) Ltd. supplied the Rapp 24 in. power block mounted on a Hiab articulated crane, the landing winch, and the large-capacity seine rope storage reels.

Other deck equipment includes a Beccles rope coiler, Whale seine rope leads and rollers, and Cosalt fish washing machines. An aluminium gutting shelter is also arranged on deck.

Carrying fish in boxes, being insulated with GRP and lined with timber. Aluminium stanchions and wooden boards are used.

Wheelhouse equipment comes from a number of manufacturers. Redifon has supplied a Saxon King radio telephone, WK2182 watch receiver, Sealand 30 vhf radio telephone, SRE 302 intercom system, plus Furuno FRS-48

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Last of the 'Spinningdales'



Helene in Aberdeen harbour. She is the last of the Spinningdales class which first went to sea ten years ago.

for the winch and the Vickers hydraulic pump for the power block and seine rope reels.

Another 35 kW Newage alternator is also driven from the port engine.

Electrically-driven equipment in the engine room includes two Gilbert Gilkes and Gordon bilge and general service pumps, two Worthington Simpson air compressors, Wier fuel transfer pump, Wier standby lube oil pump

for the main engine gearbox, plus Stuart Turner domestic fresh water and sea water pressure sets.

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Other deck equipment in-

and FRS24 radars, while Decca equipment comprises Mk. 21 Navigator, 350T track plotter and 450 autopilot.

Fish finding aids include a Kelvin Hughes MS44 with BL1 expansion unit and adscop, and an Elac echo sounder.

Other wheelhouse fittings are Tenford H115 steering gear and Wymstrum Mk. 3 window wiper.

The messroom and galley is fitted with a Kempas 9kW electric cooker and a Hot-point Iced Diamond fridge and deep freeze. Bunks for the crew are fitted in the after cabin, below deck, and the skipper has a cabin in the deckhouse.

Although it is technically correct to say Helene is the last vessel to be built by John Lewis, two more small trawlers will leave the yard before it finally turns to repair work.

Earlier this year the firm won the contract to complete two 86 ft. pocket trawlers — the victims of the financial collapse of the Dundee yard of Smith and Hutton.

To be named Glen Arney and Glen Fary, the vessels were being built for J. Marr (Aberdeen) Ltd. and, at the time of Smith and Hutton's downfall, the hulls had just been completed at the Middlesbrough yard of Tees Marine Services Ltd. under sub-contract.

The John Lewis yard is now fitting out the two vessels. It is expected the first will be ready for sea in the next few months.

FISHING HYDRAULICS

FIRST CHOICE FOR HYDRAULIC DECK MACHINERY

Congratulations to the Skipper and Crew of the HELENE

We had the pleasure of supplying the HI-AB CRANE

for which we are sole agents to the fishing industry. These cranes are noted for their versatility and safety of operation. We also supplied the

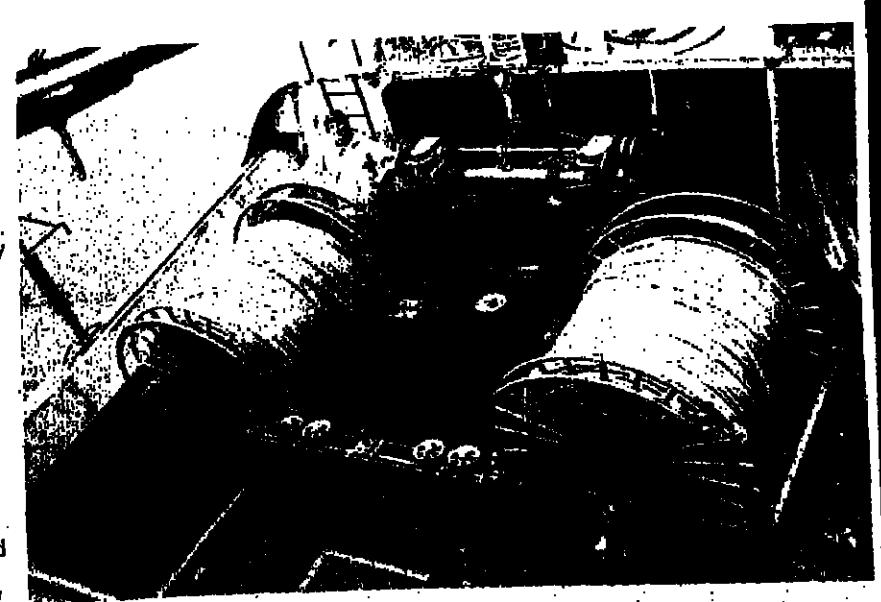
RAPP 24 RA/1050 POWER BLOCK

and our own patent

ROPE REELS

which allows fishing to continue even with frayed rope or bad splices. 17 coils 3½" dia. rope (same as m.v. BOY ANDREW, m.v. CELESTIAL DAWN). Our Reels are now fitted with wire mesh guards.

We shall be happy to quote for your requirements in CONTROL GEAR, PURSE WINCHES, TRAWL WINCHES, CARGO WINCHES, ANCHOR WINCHES, WARP WINCHES, TOPPING WINCHES, CAPSTANS, LINE HAULERS, BOW THRUSTERS, FISH PUMPS.



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